



## France Avenue Intersection Enhancements – History of the project

The City of Edina received a Federal Transportation Enhancement grant of \$1,090,000 for this project.

A pedestrian bridge was originally proposed as part of the project. During the local approval process, it was decided that at-grade improvements would be more beneficial. As a result, a scope change from the original project was approved and the grant will be used to pay for safe, efficient and aesthetically pleasing crossings for pedestrians and bicyclists on France Avenue at the intersections of West 76th Street, West 70th Street, and West 66th Street. This project will be constructed in 2013. The project will be bid and awarded to a contractor in May/June and construction will begin shortly thereafter.

To ensure all interests in the area were addressed, a stakeholders' group was established and several meetings were held. Read full detail in the [feasibility study](#).

The Edina Transportation Commission met on July 9, 2012, to review and discuss the proposed improvements. On July 19, 2012, the Commission recommended the City Council approve revised Option 3 which includes:

- Intersection improvements:
  - Narrowing of existing lanes at intersections
  - Removing free right turn islands
  - Enhanced corner treatments
  - ADA compliant pedestrian accommodations
  - Pedestrian level lighting
- Median refuge islands with landscaping at intersections
- Signal improvements:
  - APS signals
  - Countdown timers
  - Vehicle and bike detection
    - East/west bike accommodations
    - Eastside missing sidewalk connections within the existing right-of-way

Read the [feasibility study](#) that was presented to the City Council on July 27, 2012.

The project is consistent with the direction outlined in the 2008 Comprehensive Plan:

- *Land Use and Community Design*
- Chapter 4 of the Plan addresses the relationship between Land Use and the function of roadway corridors. As shown in [Figure 2](#), France Avenue is identified as a primary thoroughfare, whereas West 66th, West 70th and West 76th Streets are residential and/or business thoroughfares. The Plan outlines that the residential and business thoroughfares should provide for non-motorized connections.
- *Sidewalk / Bicycle Facilities*
- Chapter 7 of the Plan identifies locations of proposed sidewalk and bicycle facilities and funding options. See [Figures 7.10 and 7.11](#), which identify a need for additional facilities along France Avenue and the primary cross streets. [Figure 3](#) shows the relationship and need to provide improved safe and efficient connections between the residential land uses and west of France Avenue and the commercial land use on the east.

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## ENGINEERING DEPARTMENT

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